

AL-V-B-321

La Vale Historic District

Cumberland Quad

LA VALE HISTORIC DISTRICT  
AL-V-B-321

Date \_\_\_\_\_

Gmiz

Survey No. AL V-B-321

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- |  |   |
|--|---|
| <input type="checkbox"/> Eastern Shore               | (all Eastern Shore counties, and Cecil)   |
| <input type="checkbox"/> Western Shore               | (Anne Arundel, Calvert, Charles,<br>Prince George's and St. Mary's)             |
| <input type="checkbox"/> Piedmont                    | (Baltimore City, Baltimore, Carroll,<br>Frederick, Harford, Howard, Montgomery) |
| <input checked="" type="checkbox"/> Western Maryland | (Allegany, Garrett and Washington)  |

II. Chronological/Developmental Periods:

- |   |                     |
|---|---------------------|
| <input type="checkbox"/> Paleo-Indian   | 10000-7500 B.C.     |
| <input type="checkbox"/> Early Archaic  | 7500-6000 B.C.      |
| <input type="checkbox"/> Middle Archaic   | 6000-4000 B.C.      |
| <input type="checkbox"/> Late Archaic   | 4000-2000 B.C.      |
| <input type="checkbox"/> Early Woodland   | 2000-500 B.C.       |
| <input type="checkbox"/> Middle Woodland  | 500 B.C. - A.D. 900 |
| <input type="checkbox"/> Late Woodland/Archaic  | A.D. 900-1600       |
| <input type="checkbox"/> Contact and Settlement   | A.D. 1570-1750      |
| <input type="checkbox"/> Rural Agrarian Intensification   | A.D. 1680-1815      |
| <input type="checkbox"/> Agricultural-Industrial Transition   | A.D. 1815-1870      |
| <input checked="" type="checkbox"/> Industrial/Urban Dominance  | A.D. 1870-1930      |
| <input type="checkbox"/> Modern Period  | A.D. 1930-Present   |
| <input type="checkbox"/> Unknown Period ( <input type="checkbox"/> prehistoric <input type="checkbox"/> historic) |                     |

III. Prehistoric Period Themes:

- |   |
|---|
| <input type="checkbox"/> Subsistence            |
| <input type="checkbox"/> Settlement             |
| <input type="checkbox"/> Political              |
| <input type="checkbox"/> Demographic            |
| <input type="checkbox"/> Religion               |
| <input type="checkbox"/> Technology             |
| <input type="checkbox"/> Environmental Adaption |

IV. Historic Period Themes:

- |   |
|---|
| <input checked="" type="checkbox"/> Agriculture   |
| <input checked="" type="checkbox"/> Architecture, Landscape Architecture,<br>and Community Planning |
| <input type="checkbox"/> Economic (Commercial and Industrial)                                       |
| <input type="checkbox"/> Government/Law   |
| <input type="checkbox"/> Military   |
| <input type="checkbox"/> Religion   |
| <input type="checkbox"/> Social/Educational/Cultural  |
| <input type="checkbox"/> Transportation   |

V. Resource Type:

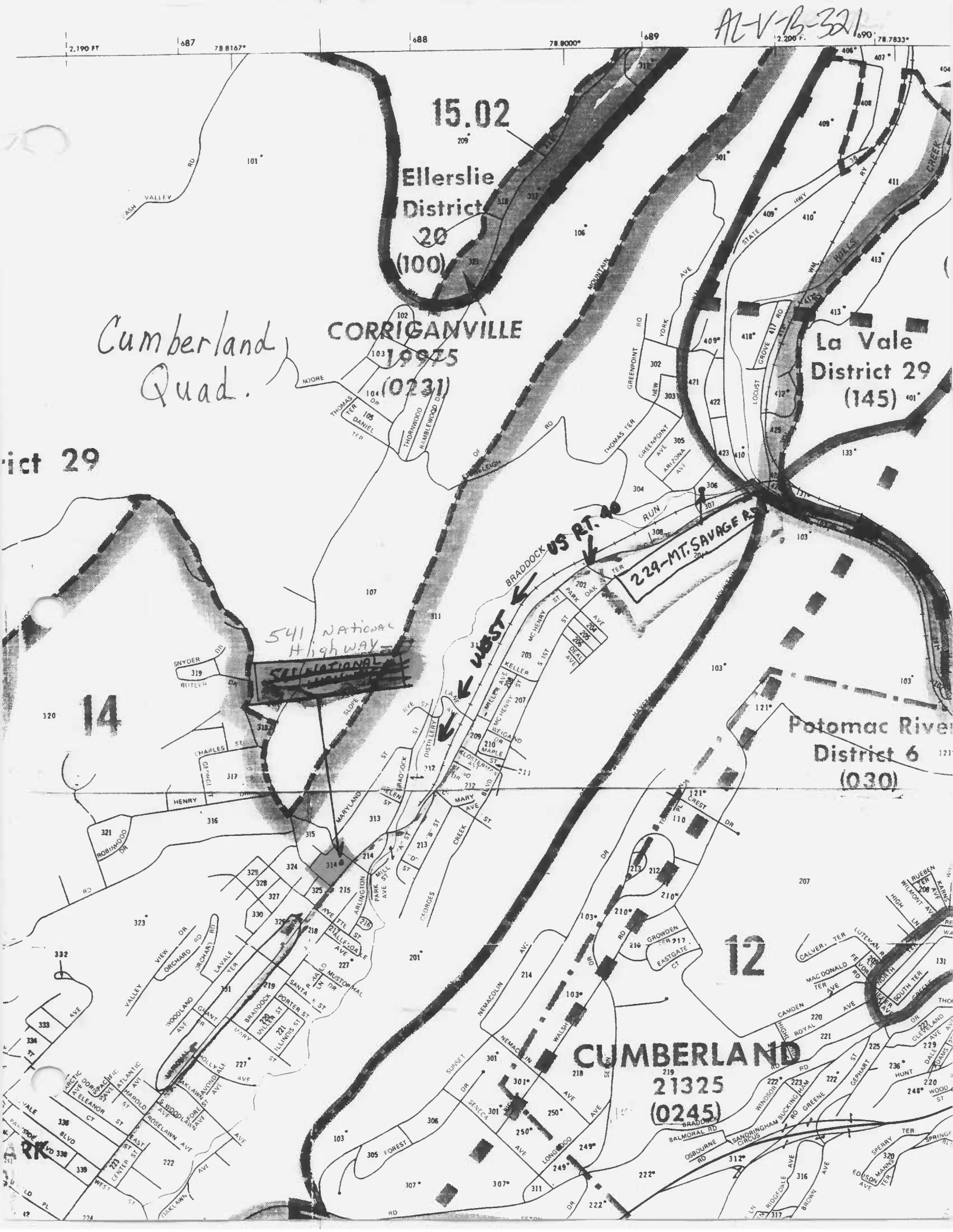
Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): Dwelling

Known Design Source: \_\_\_\_\_

AL-V-B-321



15.02

Ellerslie District 20 (100)

CORRIGANVILLE

19975

(0231)

La Vale District 29 (145)

Potomac River District 6 (030)

CUMBERLAND

21325 (0245)

Cumberland Quad.

District 29

541 National Highway

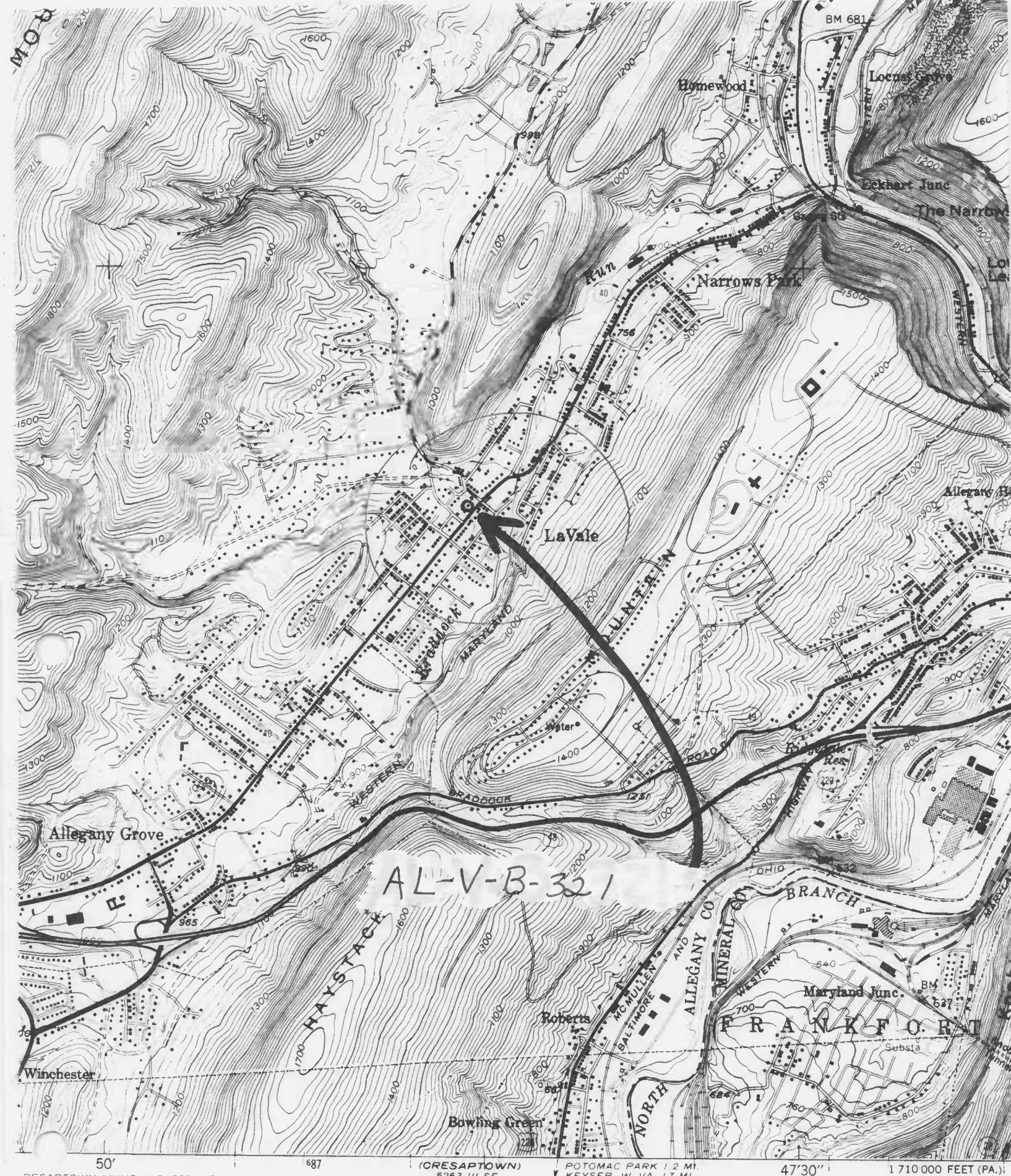
BRADDOCK RD. 105 RT. 40

229-MT. SAVAGE RD.

WEST

14

12



AL-V-B-321

50' RESAP TOWN (JUNC. U.S. 220) 2.2 MI  
KEYSER W. VA 16 MI

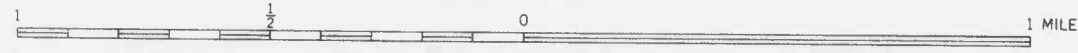
(CRESAP TOWN)  
5263 III SE

POTOMAC PARK 1.2 MI.  
KEYSER, W. VA 17 MI.

47°30'

1710 000 FEET (PA.)

SCALE 1:24000



SHORT GAP 6.2  
FORT ASHBY 11

AL-V-B-321



~~AL-V-B-321~~ AL-V-B-321

within LaVale H.D.

175





~~AL-V-B-321~~

AL-V-B-321

within LaVale H.D.

2 of 5



~~AL-V-B-321~~

AL-V-B-321

3 of 5 within LaVale H.D.



~~AL-V-B-321~~

AL-V-B-321

within La Vale H.D.

4 of 5



~~AL-V-B-321~~

AL-V-B-321

within LaVale H.D.

5 of 5

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes ☐  
no ☐

LA VALE HISTORIC DISTRICT

Property Name: 990 National Highway Inventory Number: ~~AL-V-B-322~~ AL-V-B-321

Address: 990 National Highway City: LaVale Zip Code: 21502

County: Allegany USGS Topographic Map: Cumberland Quadrangle

Owner: \_\_\_\_\_

Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_

Project: LaVale Cellular Tower Site Agency: FCC

Site visit by MHT Staff: ☒ no ☐ yes Name: N/A Date: \_\_\_\_\_

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☐ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Is the property located within a historic district? ☐ no ☐ yes Name of district: \_\_\_\_\_

Is district listed? ☐ no ☐ yes Determined eligible? ☐ no ☐ yes District Inventory Number: \_\_\_\_\_

Documentation on the property/district is presented in: DOE, Maryland Historical Trust

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

| MARYLAND HISTORICAL TRUST REVIEW  |  |
|---|--|
| Eligibility recommended <input checked="" type="checkbox"/>   | Eligibility not recommended <input type="checkbox"/>   |
| Criteria: <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D | Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None |
| Comments: <u>DETERMINED ELIGIBLE IN MARCH, 1998</u>   |  |
|   |  |
| Reviewer, Office of Preservation Services<br><u>[Signature]</u>   | Date<br><u>4/17/01</u>   |
| Reviewer, NR program<br><u>[Signature]</u>  | Date<br><u>4/17/01</u>   |



**MARYLAND HISTORICAL TRUST**  
**NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

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DOE Update, February, 2001

AL-V-B-3271  
990 National Highway  
LaVale, Allegany Co. MD

This property was determined eligible in March of 1998. It is within the site line of a proposed cellular tower location and was therefore photographed again. The property appears not to have changed since it was recorded in March of 1998. It is a two story, two bay gable fronted frame house of the early 20<sup>th</sup> century. It continues to contribute to a potential LaVale Historic District

Historic Context

The seemingly forbidding mountainous region of western Maryland was opened for settlement by the proprietary of Maryland in 1734. The lure of iron ore, wood, agricultural land and later, coal, as well as access to the western lands beyond the mountain ranges, fueled the settlement of the region through the 18<sup>th</sup> and 19<sup>th</sup> centuries.

Agriculture in the rugged mountainous area later known as Allegany County was concentrated primarily in the bottomland along the many small streams. As in neighboring Washington County, grain farming, with the consequent development of grist and flourmills, was the primary focus of production on these farms. Also important was logging and lumber production in the wooded mountainous terrain. The agricultural prosperity of the region led to its being served by important transportation routes, a good system of turnpikes, the National Road, C&O Canal and the B&O and Western Maryland railroads.

In 1806 the Thomas Jefferson administration began the construction of a federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of the United States. The "National Road" began in Cumberland, Maryland and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. It followed the old Braddock Road, a rough wagon track established by explorers and traders, and traveled by General Braddock in 1754.

The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road. The National Road became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market, plus individual traffic passed along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

In 1831, management of the National Road was turned over by the Federal government to the states. To mitigate the cost of maintenance, the Maryland legislature authorized two tollgates along the road which had, up until that time, been free.<sup>1</sup> The distinctive octagon-shaped tollhouse was erected approximately seven miles west of Cumberland.

By the 1830s, the constant heavy traffic on the National Road had caused considerable damage to the road surface. The decision was made to macadamize the surface. At the same time, the section of the road leading out of Cumberland west was re-routed off the old Braddock road, by way of Mechanic Street through 'The Narrows' north of Haystack Mountain. Continuing along the narrow valley on the west side of the mountain, the new route reconnected with the original road near the tavern known as the Six Mile House.<sup>2</sup> One mile east of the old tavern, a new tavern was established on the new section, known as the Five Mile House. The new route allowed a substantially reduced grade through the Haystack Mountain area and was soon followed by the Baltimore & Ohio Railroad.

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<sup>1</sup> Scharf, p. 1332.

<sup>2</sup> Ibid.

**MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 2

AL-V-B-321

The traffic on the pike waned after the mid 19<sup>th</sup> century when good rail service was established to Cumberland and competition developed from the C&O Canal. Writing in 1882, J. Thomas Scharf described the road as dusty and untraveled.<sup>3</sup> Activity on the road did not pick up again until the early 20<sup>th</sup> century when the advent of the automobile once again increased traffic. US Route 40, the Old National Road, became a major transcontinental route by the 1920s.

Cumberland at the turn of the 20<sup>th</sup> century was at its height. The network of railroads radiating from Cumberland which had begun to take shape in the 1840s and 1850s, along with the development of the C&O Canal, stimulated the mining boom of coal and iron ore in the second half of the 19<sup>th</sup> century in western Maryland.<sup>4</sup> In 1914, National Road traveler Robert Bruce described the city as the second largest in Maryland at a population of 23,000, second only to Baltimore.<sup>5</sup> The well-developed network of roads and rails enhanced suburban growth around the city.

Local real estate entrepreneur, David P. Miller, took advantage of both road and rail and the narrow valley just west of 'The Narrows.'<sup>6</sup> In 1909, Miller purchased a piece of land along the National Road near the Five Mile House tavern; he named the half-mile long section "La Vale," according to local historians.<sup>7</sup> Tourist postcards from 1910 and 1912 showed substantial American Four Square single-family houses with elegant Colonial Revival porches lining the National Road frontage; the postcards were titled "La Vale, Suburb, Cumberland, Md."<sup>8</sup> As the importance of the old National Road (US Route 40) grew in the 1920s and '30s as a tourism route, LaVale continued to grow with the addition of Bungalow style houses.

At the same time, the importance of agricultural production, particularly grains, began to wane in western Maryland. The very railroads which drove the growth of the mining industry, also allowed the development of agriculture in the mid-western states. The family farms of Allegany County converted to orchard or dairy production, or more commonly, survived as subsistence farms.

Despite the resurgence of the National Road experienced in the first half of the 20<sup>th</sup> century with the growing dominance of the automobile, continued growth of traffic and the needs of the trucking industry proved to be the ultimate downfall of the route. Improvements to Route 40 included a by-pass of the Narrows and LaVale. Now Interstate Route 68 parallels the old National Road, carrying the bulk of the east-west traffic.

### **Bibliography**

Bruce, Robert. "The National Road," (National Highway Association, 1916), as reproduced on <http://www.rootsworld.com/~mdallegn/national.htm>, 2001.

Feldstein, Albert L., *Feldstein's Historic Postcard Album of Allegany County, Cumberland, MD*: Commercial Press Printing Co., 1983.

Reed, Paula S., "Final Report, Historic Property Evaluations, Washington, Allegany and Garrett Counties, Maryland," March 7, 2000 (Revised July 11, 2000).

Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin, *A Pictorial History, Allegany County*, Virginia Beach, VA: Donning, 1980.

<sup>3</sup> Ibid, p. 1333.

<sup>4</sup> Donna M. Ware, *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991, p. 22-28.

<sup>5</sup> Robert Bruce, "The National Road," (National Highway Association, 1916; as reproduced on <http://www.rootsworld.com/~mdallegn/national.htm>, 2001)

<sup>6</sup> T.J.C. Williams, *History of Allegany County*, (1923; reprint, Baltimore: Regional Publishing Co., 1969), p. 995.

<sup>7</sup> Lee G. Schwartz, Albert L. Feldstein, and Hoan H. Baldwin, *A Pictorial History, Allegany County*, (Virginia Beach, VA: Donning, 1980), p. 57.

<sup>8</sup> Albert L. Feldstein, *Feldstein's Historic Postcard Album of Allegany County*, (Cumberland, MD: Commercial Press Printing Co., 1983), p. 56.

12-V-B-321

MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 3

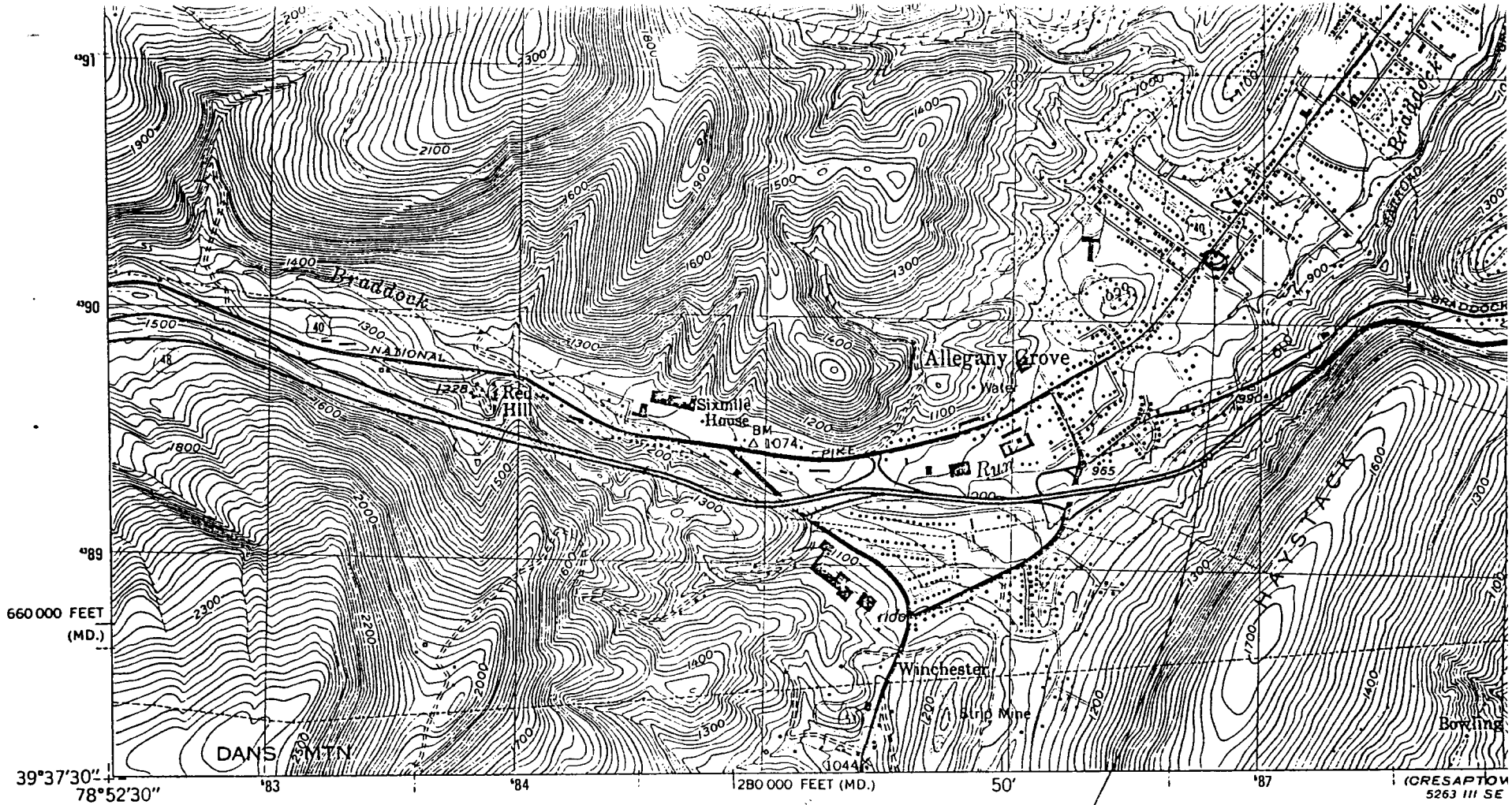
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Ware, Donna M., *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991.

Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

Prepared by: Paula S. Reed, Ph.D.

Date Prepared Feb., 2001



Produced by the United States Geological Survey

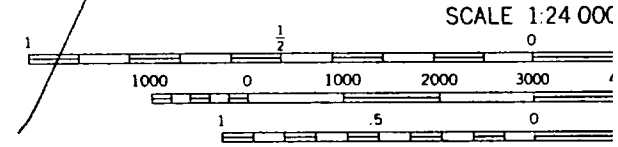
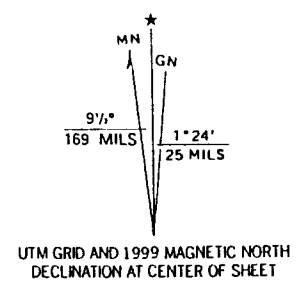
Topography compiled 1947. Planimetry derived from imagery taken 1977 and other sources. Photoinspected using imagery taken 1993; no major culture or drainage changes observed. Survey control current as of 1949. Boundaries, other than corporate, revised 1999

North American Datum of 1927 (NAD 27)  
 Projection: Maryland coordinate system  
 (Lambert conformal conic)  
 10 000-foot ticks: Maryland coordinate system, Pennsylvania coordinate system, south zone and West Virginia coordinate system, north zone  
 1000-meter Universal Transverse Mercator grid, zone 17

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours



CONTOUR INTERVAL 2  
 NATIONAL GEODETIC VERTICAL  
 TO CONVERT FROM FEET TO METERS, 1

CUMBERLAND QUADRANGLE  
 LAVALE CELLULAR TOWER PROJECT  
 ALLEGANY CO., MD

THIS MAP COMPLIES WITH NATIONAL MAP  
 FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX  
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SY

FL-V-B-321  
 990 National Highway  
 Lavale, MD

(LOWA CONING)  
 5263 III SW

FL-V-B-321



AL-V-B 321

990 National Highway  
LaVale, Allegany Co. MD  
2101

photo by P Keel

Processing by  
Kodak  
FEB. 2001 G

Processing by  
Kodak  
FEB. 2001 G

Frank E Keel - Assoc. Mgr. Hagerstown Md.  
reg loc. MHT  
SE View

# 1 28 1

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

LA VALE HISTORIC DISTRICT  
AL-V-B-321

Property/District Name: 990 National Highway, LaVale, Allegany Co. Survey Number: --

Project: MHRP Agency: Special Loan Programs

Site visit by MHT Staff: XX no     yes Name                      Date:           

Eligibility recommended XX Eligibility not recommended                     

Criteria:    A    B XX C    D Considerations:    A    B    C    D    E    F    G    None:    

Justification for decision: (Use continuation sheet if necessary and attach map)

The property at 990 National Highway, LaVale, is within the boundaries for the National Register eligible LaVale Historic District. The building is a two-two temple front with off-center right side entrance door with transom, raised front porch and unique second story dual central windows with four vertical panes over one with decorative brackets at the center of the gable and at the returns. Siding is currently of two different colors: light on the first floor and dark on the second floor and in the gable. It is unclear whether all siding is original.

This house is typical of gable fronted small homes of the late 19th century. It retains a high level of architectural integrity and would be eligible as a contributing resource to the district. Specific research has not been undertaken therefore it is unknown if any historical associations would qualify the property. It would be eligible under Criterion C for architectural style.

Documentation on the property/district is presented in: MHT Files for Allegany County eligible historic districts.

Prepared by: Linda Martin, Allegany County Dept. Of Comm. Services, Febr 20, 1998

Lou Ann J. Broad, Preservation Officer March 4, 1998.  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes     no     not applicable  
Peter J. Kuntz 3/19/98  
Reviewed, NR program Date

*Handwritten signature/initials*

ALV-B-321

Survey No. AL-

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**

**I. Geographic Region:**

☐ Eastern Shore (all Eastern Shore counties, and Cecil)  
☐ Western Shore (Anne Arundel, Calvert, Charles,  
Prince George's and St. Mary's)  
☒ Piedmont (Baltimore City, Baltimore, Carroll,  
Frederick, Harford, Howard, Montgomery)  
☒ Western Maryland (Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

☐ Paleo-Indian 10000-7500 B.C.  
☐ Early Archaic 7500-6000 B.C.  
☐ Middle Archaic 6000-4000 B.C.  
☐ Late Archaic 4000-2000 B.C.  
☐ Early Woodland 2000-500 B.C.  
☐ Middle Woodland 500 B.C. - A.D. 900  
☐ Late Woodland/Archaic A.D. 900-1600  
☐ Contact and Settlement A.D. 1570-1750  
☐ Rural Agrarian Intensification A.D. 1680-1815  
☐ Agricultural-Industrial Transition A.D. 1815-1870  
☒ Industrial/Urban Dominance A.D. 1870-1930  
☐ Modern Period A.D. 1930-Present  
☐ Unknown Period ( ☐ prehistoric ☐ historic)

**III. Prehistoric Period Themes:**

☐ Subsistence  
☐ Settlement  
☐ Political  
☐ Demographic  
☐ Religion  
☐ Technology  
☐ Environmental Adaption

**IV. Historic Period Themes:**

☐ Agriculture  
☒ Architecture, Landscape Architecture,  
and Community Planning  
☐ Economic (Commercial and Industrial)  
☐ Government/Law  
☐ Military  
☐ Religion  
☐ Social/Educational/Cultural  
☐ Transportation

**V. Resource Type:**

Category: Building

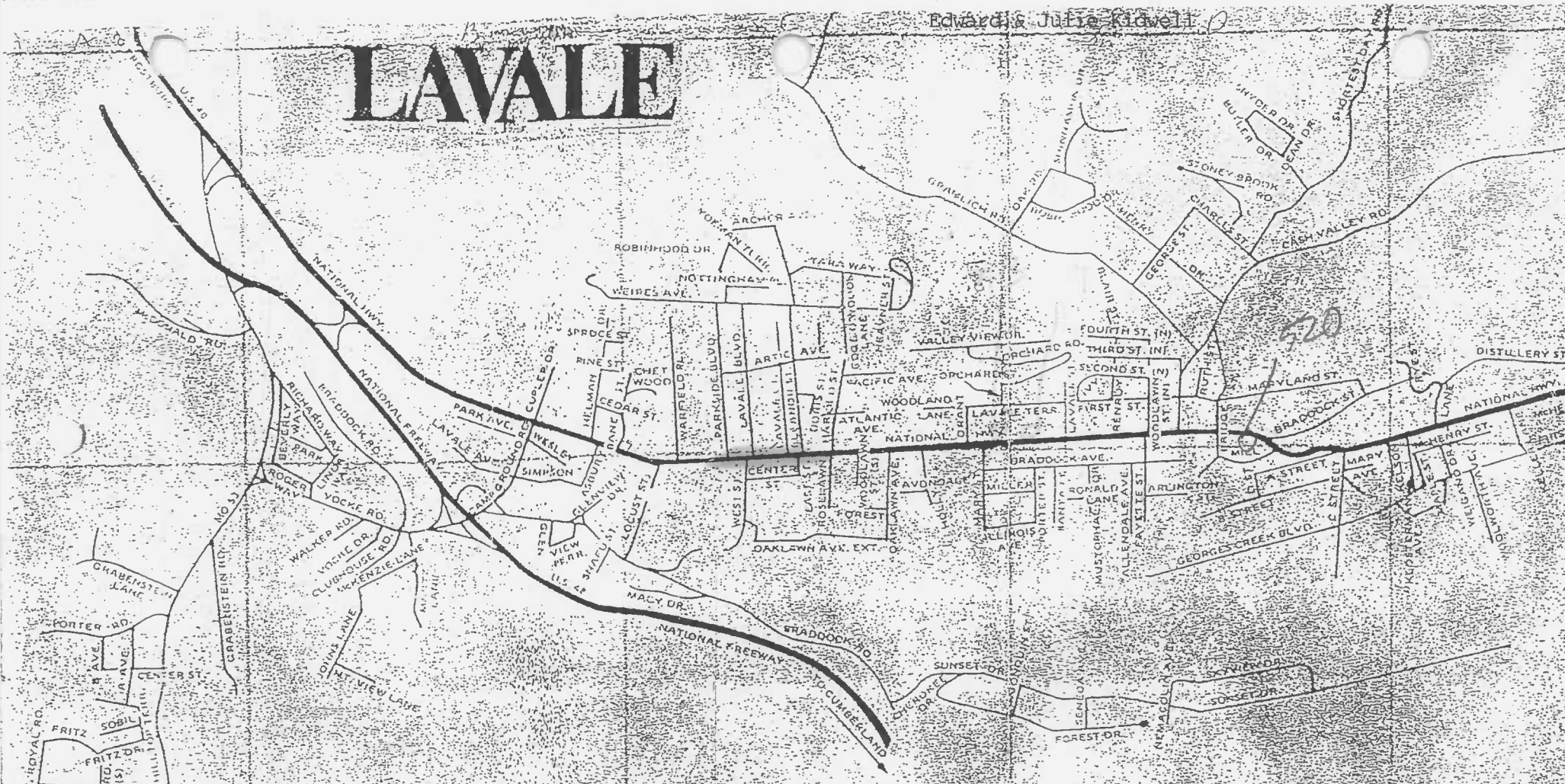
Historic Environment Town

Historic Function(s) and Use(s): Domestic Dwelling

Known Design Source: Unknown

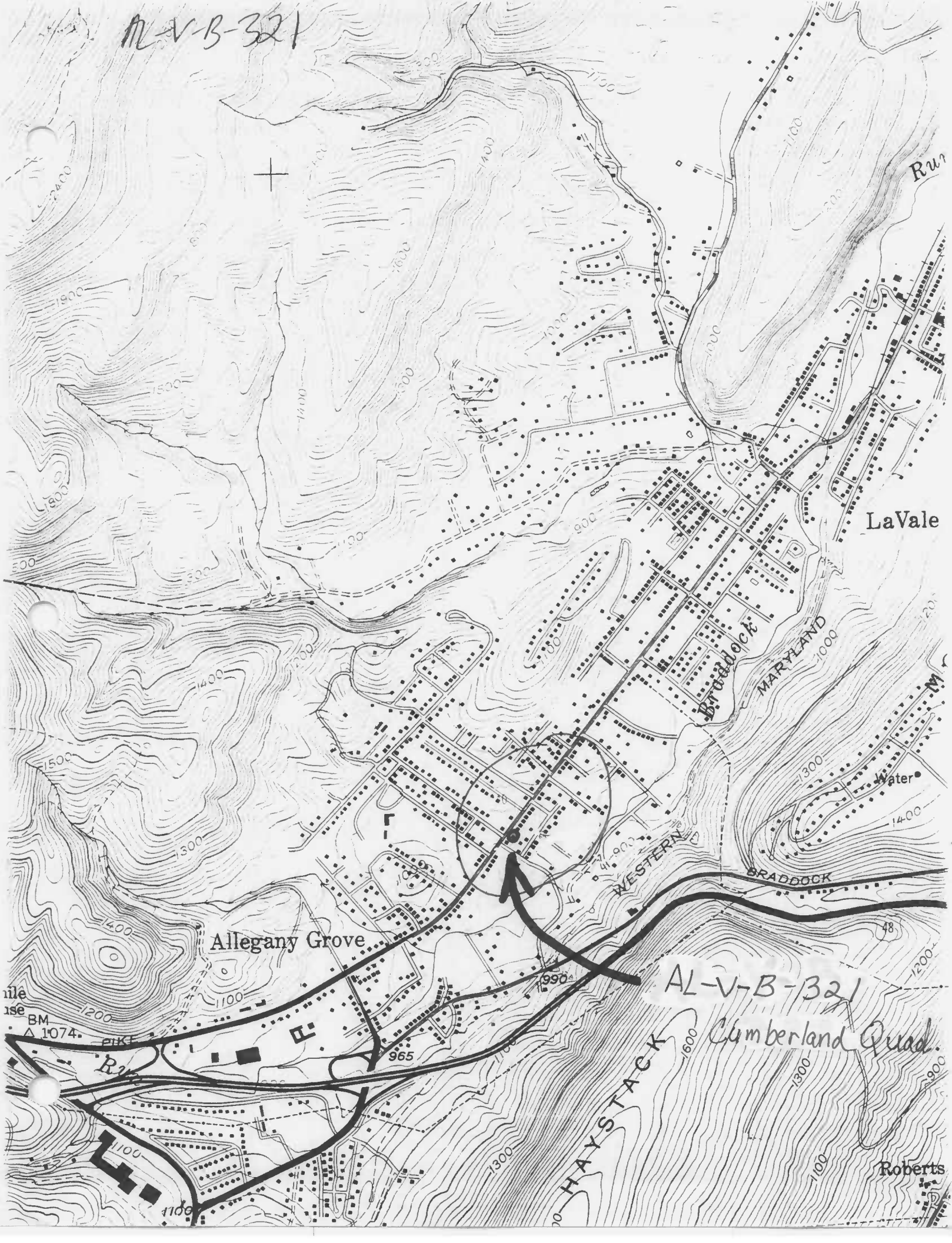


# LAVALE



|                |     |                    |     |                |     |                  |     |                 |     |
|----------------|-----|--------------------|-----|----------------|-----|------------------|-----|-----------------|-----|
| A AVE          | A-1 | O STREET           | D-1 | ILLINOIS AVE   | D-1 | NATIONAL FREEWAY | B-1 | SANITARY ST     | D-1 |
| A STREET       | D-1 | DANIEL DR          | D-2 | IVEST          | E-1 | NATIONAL HWY     | D-1 | SECOND ST (N)   | D-1 |
| ALBION ST      | D-1 | DEAL AVE           | E-1 | JOHN LANE      | E-1 | WYACOCKIN AVE    | D-1 | SECOND ST (S)   | D-1 |
| ALLENDALE AVE  | D-1 | DEAN DR            | E-1 | KANSAS AVE     | E-1 | NEW YORK AVE     | B-1 | SENECA AVE      | D-1 |
| APLEWOOD DR    | E-1 | DISTILLERY ST      | E-1 | KELLER LANE    | E-1 | NOTTINGHAM PL    | E-1 | SHIRAZ DR       | D-1 |
| ARCHER AVE     | D-1 | CORIS ST           | E-1 | KELSON DR      | E-1 | OAK RD           | D-1 | SHORTEST DAY RD | D-1 |
| ARLINGTON ST   | D-1 | EAST ST            | D-1 | KLOSTERMAN AVE | E-1 | OAK TERR         | D-1 | SIMPSON AVE     | D-1 |
| ARTIC AVE      | D-1 | EDGEWOODS LANE     | D-1 | LANE AVE       | D-1 | OAKLAWN AVE      | E-1 | SKYVIEW DR      | D-1 |
| ASBURY AVE     | D-1 | ELEANOR ST         | D-1 | LAVALA AVE     | D-1 | OAKLAWN AVE EXT  | E-1 | SNIDER DR       | D-1 |
| ATLANTIC AVE   | D-1 | FAYETTE ST         | D-1 | LAVALA BLVD    | D-1 | OLD ROUTE ST     | A-1 | SOBIL AVE       | A-1 |
| AVONDALE AVE   | D-1 | FIRST ST (S)       | D-1 | LAVALA ST      | D-1 | ORCHARD RD       | A-1 | SPROUSE ST      | A-1 |
| B AVE          | D-1 | FLORIDA AVE        | D-1 | LAVALA TERR    | D-1 | URCHARD ST       | A-1 | STONELEIGH RD   | E-1 |
| B STREET       | D-1 | FOREST DR          | D-1 | LINDA WAY      | D-1 | FOREST DR        | D-1 | STONEY BROOK RD | D-1 |
| BARNES ST      | D-1 | FOURTH ST (N)      | D-1 | LOCUST ST      | D-1 | SUNSET DR        | D-1 | SUNSET DR       | E-1 |
| BEVERLY WAY    | D-1 | FRITZ DR           | A-1 | MACY DR        | A-1 | SKYVIEW DR       | D-1 | THIRD ST (N)    | D-1 |
| BIRCH AVE      | D-1 | GEORGES CREEK BLVD | D-1 | MARPLE LANE    | D-1 | SUNSET DR        | D-1 | THIRD ST (S)    | D-1 |
| BLAIR ST       | D-1 | GEORGE ST          | D-1 | MARY ST        | D-1 | PACIFIC AVE      | D-1 | THOMAS TERR     | D-1 |
| BRADDOCK RD    | D-1 | GLENNVIEW DR       | D-1 | MARY AVE       | D-1 | PARK AVE         | D-1 | TRESCHER DR     | A-1 |
| BRADDOCK ST    | D-1 | GRABENSTEIN TERR   | D-1 | MARYLAND ST    | D-1 | PARK DR          | D-1 | VALLEY VIEW DR  | D-1 |
| BRIDGE ST      | D-1 | GRABENSTEIN LANE   | D-1 | MCDONALD RD    | D-1 | PARKSIDE BLVD    | D-1 | VINE ST         | D-1 |
| BUCHANAN AVE   | D-1 | GRAMSLICH RD       | D-1 | MCINTOSH AVE   | D-1 | PINE ST          | D-1 | VOCKE DR        | D-1 |
| BUTLER DR      | D-1 | GRANDVIEW TERR     | D-1 | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | VOCKE RD        | D-1 |
| C STREET       | D-1 | GRANT DR           | D-1 | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WALKER RD       | D-1 |
| CALIFORNIA AVE | D-1 | GREENPOINT AVE     | D-1 | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WALNUT DR       | D-1 |
| CAMPBELL RD    | D-1 | GREENPOINT RD      | D-1 | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WARFIELD DR     | D-1 |
| CASH VALLEY RD | D-1 | HAROLD ST          | D-1 | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WEIGAND DR      | D-1 |
| CEDAR ST       | D-1 | HEAVNER ST         | D-1 | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WEIRER AVE      | D-1 |
| CEDAR ST (S)   | D-1 | HELMAN DR          | D-1 | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WESLEY AVE      | D-1 |
| CENTER ST      | D-1 | HILLTOP TERR       | D-1 | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WEST ST         | D-1 |
| CENTER ST (S)  | D-1 |                    |     | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WILLES CREEK DR | D-1 |
| CHESTER DR     | D-1 |                    |     | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WILLES CREEK DR | D-1 |
| CHESTER DR     | D-1 |                    |     | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WOODLAWN LANE   | D-1 |
| CHESTER DR     | D-1 |                    |     | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WOODLAWN ST (N) | D-1 |
| CHESTER DR     | D-1 |                    |     | MCINTOSH AVE   | D-1 | PORTER ST        | D-1 | WOODLAWN ST (S) | D-1 |

AL-V-B-321



LaVale

Allegany Grove

Braddock

MARYLAND

WESTERN

BRADDOCK

Water

AL-V-B-321

Cumberland Quad

HAYSTACK

Roberts

AL-V-B 32 / ~~AL-V-B 322~~



990 National Hwy.  
LaSalle, MD. Kidwell